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1. Location: See reference reports. (5)
2. Layout: See Annex, sketch 1 (1).
3. Machinery:

The plant was almost completely equipped with machinery dismantled at the Dessau Junkers Aircraft Engine Plant.

- #### 4. Management:

soviet engineers and air force officers. A commission appeared in late 1947. A short time before about 100 waste engines were sunk in the pond near the plant.

5. Work force:

Three shifts, each with about 2,000 Soviets, and about 200 Junkers engineers who worked in Department 1.

6. production:

- a. Until March 1946 a six-cylinder Diesel engine [ ] could not explain why he called the engine a Diesel (engine); length, about 1.2 meters; height, about 75 cm; cylinder diameter, about 18 cm.

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25X1 About five engines came to the test stand in each shift. A [ ] the waste ratio was reduced from 80 to 40 percent.

25X1 b. [ ] a 20-cylinder radial Diesel (?) engine, about 1 meter long and 80 cm in diameter unloaded (3).  
 25X1 [ ] the engine, which did 12,000 revolutions per minute, had come from Dessau.

25X1 c. [ ]  
 25X1 [ ] heard only a high-pitched singing tone from the test stands, contrary to the observations made before (2) (4).

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7. Layout: See Annex, sketch 2.

8. Production:

25X1 [ ] engines for jet fighters, (2).

9. German engineers were employed at the plant.

25X1 (1) [ ] Comment: The attached layout sketch is in general agreement with previous reports.

25X1 (2) [ ] Comment: The data on the production show grave errors in observation. According to previous information, a twelve-cylinder in-line engine and not a six-cylinder Diesel engine was produced in Moscow-Tushino.

25X1 (3) [ ] Comment: As to the 20-cylinder radial Diesel engine,  
 25X1 [ ] an experimental model of the 24-cylinder JUMO-224 engine which had four rows of six engines each and which had probably come from Dessau.

25X1 (4) [ ] Comment: The correctness of the statement that jet engines were being tested at the test stands (para 6c) as early as the Summer of 1948 is doubted.

25X1 (5) [ ]

Annex: Aircraft Engine Plant No 500 in Moscow-Tushino

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annex  
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Legend to Annex

Layout sketches of Aircraft Engine Plant No 500

Sketch 1

- 1 Old foundry equipped with ten furnaces (gray castings)
- 2 New foundry equipped with five furnaces (light metal) and three electric furnaces (steel), four small oil-burning furnaces and four pattern kilns. The workshop was called Zavod 3.
- 3 Magazine
- 4 Tool magazine
- 5 No details available
- 6 Zavod 56. Machining of engine blocks and pistons. Fifty machine tools were seen in one of the two sections of the zavod.
- 7 No details available
- 8 Zavod 2. Machining of engine parts
- 9 Five test stands
- 10 zavod 5. Production of accessories and small parts
- 11 zavod 1. Assembly department. Five conveyor belts
- 12 Newly constructed annex to workshop 11. Annealing and hardening furnaces were being set up.
- 13 Boiler house
- 14 Newly constructed building

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15 Tool makers' shop

16 Loading ramp

sketch 2

- 1 Workshop 100x50 meters
  - a Aluminum plant
  - b Manufacture of packing boxes
  - c PW quarters
  - d Tractor repair shop
  - e Manufacture of packing boxes
- 2 Canal with a sluice regulating the water level; guarded by a naval sentry.
- 3 Underground fuel dump, 50x70 meters, surrounded by a barbed-wire fence and guarded by the factory police
- 4 Boiler house, 30x50 meters, with an about 40-meter smoke stack
- 5 Workshop, 400x150 meters
- 6 Old test stand, 50x30 meters
- 7 Storage sheds
- 8 Framework of a new test stand, 60x30 meters
- 8a Framework of a new workshop
- 9 Boiler house
- 10 Coal dump
- 11 Scrap dump

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